

## § 167.173

Latitude	Longitude
38°27.00' N	74°45.40' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

### § 167.173 Off Delaware Bay: Two-Way Traffic Route.

The Two-Way Traffic Route is recommended for use predominantly by tug and tow traffic transiting to and from the northeast in order to separate such traffic from large, inbound vessel traffic.

(a) The Two-Way Traffic Route is bounded on the west and south by a line connecting the following geographic positions:

Latitude	Longitude
38°50.75' N	75°03.40' W
38°47.50' N	75°01.80' W
38°48.32' N	74°55.30' W
38°50.20' N	74°49.73' W
39°00.00' N	74°40.23' W

(b) The two-way traffic route is bounded on the east and north by a line connecting the following geographic positions:

Latitude	Longitude
39°00.00' N	74°41.00' W
38°50.48' N	74°50.30' W
38°48.80' N	74°55.25' W
38°48.33' N	74°59.30' W
38°49.10' N	75°01.65' W
38°51.27' N	75°02.83' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

### § 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80' N, 74°58.90' W; then northerly by an arc of eight nautical miles centered at 38°48.90' N, 75°05.60' W to 38°48.32' N, 74°55.30' W; then westerly to 38°47.50' N, 75°01.80' W; then northerly to 38°50.75' N, 75°03.40' W; then northeasterly to 38°51.27' N, 75°02.83' W; then northerly to 38°54.80' N, 75°01.60' W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90' N, 75°05.60' W to 38°55.53' N, 75°05.87' W; then southwesterly to 38°54.00' N, 75°08.00' W; then southerly to 38°46.60' N, 75°03.55' W; then southeasterly to 38°42.80' N, 74°58.90' W.

Datum: NAD 83.

[CGD 97-004, 65 FR 12946, Mar. 10, 2000]

## 33 CFR Ch. I (7-1-10 Edition)

### § 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 13.5 meters (45 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 13.5 meters (45 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

### § 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.14' N	75°57.43' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

### § 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographic positions:

Latitude	Longitude
36°58.66' N	75°48.63' W
36°56.79' N	75°55.08' W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
36°59.14' N	75°48.88' W
36°57.24' N	75°55.34' W

(c) An outbound traffic lane is established between the separation line and

## Coast Guard, DHS

## § 167.350

a line connecting the following geographical positions:

Latitude	Longitude
36°56.29' N	75°54.93' W
36°58.18' N	75°48.48' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

### § 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

Latitude	Longitude
36°50.33' N	75°46.29' W
36°52.90' N	75°51.52' W
36°55.96' N	75°54.97' W
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

Latitude	Longitude
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W
36°54.44' N	75°56.09' W
36°51.59' N	75°52.92' W
36°48.87' N	75°47.42' W

(c) A deep-water route is established between lines running through the following geographical positions:

Latitude	Longitude
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W

(d) The following vessels should use the deep-water route established in paragraph (c) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water).

(2) Naval aircraft carriers.

(e) It is recommended that a vessel using the deep-water route established in paragraph (c) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted

Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(f) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by 59 FR 28449, June 1, 1994]

## ATLANTIC GULF COAST

### § 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(1) 29°18.10' N	94°39.20' W
(2) 29°16.10' N	94°37.00' W
(3) 29°18.00' N	94°34.90' W
(4) 29°19.40' N	94°37.10' W
(5) 29°19.80' N	94°38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
(6) 29°17.13' N	94°35.86' W
(7) 29°09.55' N	94°25.80' W
(8) 29°09.41' N	94°25.95' W
(9) 29°17.00' N	94°36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
(3) 29°18.00' N	94°34.90' W
(10) 29°11.20' N	94°24.00' W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29°16.10' N	94°37.00' W